

# MOORE AND MILLET DINED TOGETHER ON NIGHT OF DISASTER

## Steward Testifies They Did Not Follow Usual Custom of Supping With Butt.

## SAYS THE TITANIC FAILED TO GIVE EXACT POSITION

### Capt. Moore of Mount Temple Terms Liner's Speed "Most Unwise."

## ICE BARRED RESCUE SHIPS

### All Held Factors in Loss of Ship and Passengers by Witnesses at Sen-

ate Inquiry—Seamen,  
"Broke," Given Money.

Among the developments of the hearing before the Senate committee investigating the Titanic disaster yesterday afternoon was the fact that Sunday evening, the night before the accident, Frank D. Millet and Clarence Moore of Washington dined together. Frederic Ray, a steward, testified he served Mr. Millet. Mr. Moore

Roy testified he saw Mr. Moore in the smoking room once after the accident, but that he saw neither Moore, Millet nor Maj. Butt at the boats when the passengers were leaving the doomed ship.

Failure to give her exact position, a great field of floating ice that offered a frigid barrier to ships hurrying to the rescue and the mistake of her own captain in rushing at top speed through an ice-covered sea—all these combined to send the Titanic and her 2,000 victims to their watery graves in the North Atlantic.

**"Titanic's Speed 'Most Unwise.'"**  
Capt. James H. Moore of the steamer Mount Temple, which was hurried to the Titanic in response to wireless calls for help, told of the great stretch of field ice which held him off. Within his view from the bridge he discerned, he said, another

Capt. Moore denounced as "most unseemly" the suggestion that his ship was involved in a collision with the schooner, which was sinking here. He said he did not see the schooner, or the thought, probably, that it had been wrecked. Those seen by the various survivors of the schooner were apparently drifting tranquilly until they began to reach.

Capt. Moore denounced as "most unseemly" the suggestion that his ship was involved in a collision with the schooner, which was sinking here. He said he did not see the schooner, or the thought, probably, that it had been wrecked. Those seen by the various survivors of the schooner were apparently drifting tranquilly until they began to reach.

The Mount Temple commander testified that he had spent twenty-seven years in the North Atlantic. "I never," he declared, "have ever known ice so close to shore as I saw it last night." The vessel was hit by waves and reduced speed, and he was certain that the schooner was caught in an iron pack he stopped in time to avoid.

The witness also was emphatic in his declaration that the position sent out by the schooner was at least eight miles farther seaward than it

He proved by observations taken the first thing on the day following the disaster.

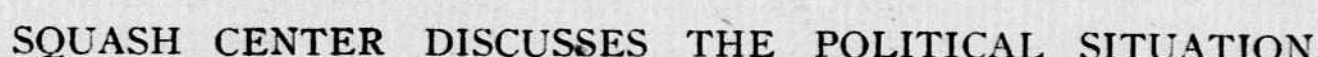
**Mistake a Fatal One.**

With what virtually was a fleet of steamers within a radius of fifty miles of the Titanic, the officer said that this mistake in fixing accurately the position of the doomed ship was a fatal one. With teachers and passengers crying for the southern sea, a ship of the size of the Titanic might well be overlooked through such a variance.

John Bruce Ismay, managing director of the International Mercantile Marine company, was much distressed by the testimony of the afternoon. Throughout the week he has had a troubled

...sions he had sat silent, and  
speaking to his associates, who accom-  
panied him. Today, however, he listened  
eagerly to the accounts of his conduct on  
the lifeboats, as told by the stewards and  
seamen who came in contact with him, the  
night of the disaster. His eyes fairly  
beamed when Steward Crawford told him  
he had called for women to go in one of  
the lifeboats, and had selected a woman who  
told him there was a stewardess. "But  
a woman; take your place in the boat."  
**Seamen, "Broke," Get Money.**  
...L... H... ..

Steward, Bright, testified that he had not left the ship until after all the large lifeboats had gone and only one or two collapsible boats were left on deck. Bright had been Ismay working with the others on the starboard collapsible boat the last to leave the ship from that side. Bright also left on the very last boat, the port collapsible, said he knew Ismay had not left the ship until just before the port collapsible was lowered into the water. It took to get only a hundred yards from the Titanic before she went down.

[illegible]

## RAILROAD ENGINEERS AGREE TO ARBITRATE

## Threatened Strike Probably Averted by Mediation. Plans for Meeting

NEW YORK, April 27.—Belief that the threatened strike of 28,000 locomotive engineers employed by railroads east of the Mississippi and north of the Potomac and Ohio rivers has been averted through the mediation efforts of Judge Martin A. Knapp of the Court of Commerce, and

Charles F. Neill, United States commissioner of labor, was expressed tonight by participants in the conferences this week with the government representatives.

**Agreement Reached.**

The question of arbitration has now been agreed to by both sides. It is said but with some modification from the original proposal made to the mediator by the railway managers. It is expected that an understanding as to methods of

will be reached.

Grand Chief Warren S. Stone, of the Brotherhood of Railroad Trainmen, conferred with the committee of fifty today, and subjects which will be brought to the attention of the mediators Monday were discussed.

**Conferences Held.**

Members of the conference committee of railway managers remaining in the city, and participating in informal conferences with the executive heads of the railroads at the office of President Brown of the New York Central, Judge Knapp will spend the afternoon, but will return to New York for the conference with the railway managers.

**DIES AFTER COURT SPEECH**

**Daniel Harmon, Virginia Attorney**  
**Successor to Charlottesville.**  
Special Dispatch to The Star.  
CHARLOTTESVILLE, Va., April 27.—  
Daniel Harmon, a prominent attorney and  
well known throughout the state, dis-  
cussed this afternoon from the effects of  
hemorrhage. He had just finished a long  
speech in the circuit court and remarked

iii. Before a physician could reach him, he died in one of the rooms adjoining the law offices.

Being originally from Alexandria, Va., Mr. Harmon came to Charlottesville where he was educated at the University of Virginia, and later became a member of the Charlottesville bar.

Contrary to the wishes of his friends, he refused for years to become involved in politics. He was officially associated with the

**RICHESON WANTS LIFE**

**Appeals to Governor for Commutation of Death Penalty.**

BOSTON, April 27.—The appeal of Clarence V. T. Richeson, murderer of

"I respectfully request that the sentence of death pronounced against me by the supreme court of the county of Suffolk be commuted to imprisonment for life, and I have the presentation of this request and the reason in support

(Signed) **"CLARENCE V. T. RICHESON"**  
The Governor will announce later whether he will refer Richeson's petition to the executive council for action.

engers were leaving the doomed ship.

Failure to give her exact position, a great field of floating ice that offered a frigid barrier to ships hurrying to the rescue and the mistake of her own captain in rushing at top speed through

**Titanic's Speed 'Most Unwise.'**

Mount Temple, which was hurried to the Titanic in response to wireless calls for help, told of the great stretch of field ice which held him off. Within his view from the bridge he discerned, he said, another strange steamer, probably a "tramp."

put of the ice. The lights of the schooner, he thought, probably were those seen by the anxious survivors of the Titanic, and which they were frantically trying to reach.

through the night, when he had been advised of the proximity of ice. The Mount Temple's commander testified that he had spent twenty-seven years in the North Atlantic. Whenever ice was around, he said, he dimmed his watch and reduced speed, and if it happened to get caught in an ice pack he stopped in

The witness also was emphatic in his declaration that the position sent out by the Titanic was wrong. He said the ship was eight miles farther eastward than its operators reported. This, he declared, he proved by observations taken the first thing on the day following the disaster.

With what virtually was a fleet of steamers within a radius of fifty miles of the Titanic, the officer said that this mistake in fixing accurately the position of the doomed ship was a fatal one. With lookers-on and sounders covering the

J. Bruce Ismay, managing director of the International Mercantile Marine Company, was much cheered by the testimony of the afternoon. Throughout the week he has had a terrible

look, and during the long daily sessions he had sat silent, seldom speaking to his associates, who accompanied him. Today, however, he listened eagerly to the accounts of his conduct on the lifeboats, as told by the stewards and seamen who came in contact with him, the night of the disaster. His eyes fairly

beamed when Steward Crawford told him he had called for women to go in one of the boats and had said to a woman, who told him she was a stewardess, "You're a woman; take your place in the boat."

**Seamen, "Broke," Get Money.**

Ismay listened intently too, as the

steward, Bright, testified that he had not left the ship until after all the large lifeboats had gone and only one of two collapsible boats were left on deck. Bright had been Ismay working with the others on the starboard collapsible boat, the

Brighton who left on the very last boat, the boat collapsible, said he knew Ismay had not left the ship until just before the boat collapsible was lowered into the water in time to get only a hundred yards from the Titanic before she went down. After the session was over the corridor

committee room was crowded with anxious members of the Titanic, who have been at the call of the committee since the rescue ship Carpathia brought them to New York. They were a nervous lot. In fact, they were broke. Not being permitted to leave, they faced the prospect of a Saturday night and Sunday without

depression of sending word home. Mr. Max knew of their circumstances, and asked Senator Smith if something could not be done for them. They are entitled to \$4 a day in witness fees and expenses, but no preparation has been made to pay them until they are released.

Finally Assistant Secretary of the Army